

### What the 1927 Legislature Did To the California Motor Laws

**Editor's Note.**—This is the second of a series of articles prepared for The Torrance Herald and The Lomita News by Ivan Kelso, chief counsel of the Automobile Club of Southern California, on new laws affecting motor car owners and drivers which become effective July 29.

The examination of all applicants for operators' licenses is a very desirable and necessary step ahead, and will prove of real value when considered with that provision just adopted requiring reports of all accidents in which persons are killed or injured to be filed at a central bureau; that is, at the division of motor vehicles at Sacramento. Heretofore we have had no means of knowing just how bad the traffic situation is except by gathering reports from each sheriff and from each city police department. Naturally this work was done incompletely, and inaccurately, as the reports were not uniform as to information asked for or obtained. Heretofore we will be able to get a true perspective of the serious accident situation, and I am confident that when we do we will lay aside considerations of sentiment and of politics and of business and adopt adequate measures of safety.

When this measure becomes effective, July 29 next, accidents in which persons are killed or injured must be reported. If they occur in a city the report should be made to the police department, which is required to forward it to Sacramento. If they occur outside of the city limits the report should be made direct to the division of motor vehicles at Sacramento.

**Grade Crossings**  
One of the measures which will demand and receive increased attention when the true facts are revealed is the separation of railroad and highway crossings. The number of grade crossings and injuries is truly appalling. The railroad people naturally blame the motorist, saying he is impatient of restriction, and moves at too high speed, and is heedless of warning, etc. This may all be true, although I make no admission of it. We can easily find carelessness and impatience and heedlessness on the part of railroad men. The fact is thousands are needlessly being killed or injured at

railroad grade crossings and the slaughter should be ended, regardless of who is at fault. Experience has demonstrated that a separation of grades is the only safe preventive. The Legislature took three steps in this direction at its recent session. First, it provided that at least 5 percent of all money provided annually for the maintenance of state highways shall be expended in the separation of crossings at grade. Second, it proposed a bond issue of \$10,000,000 for the same purpose. Third, it provided a means of creating a local assessment district so that city or county districts may separate grade crossings at local expense if desired. It will take a long time to eliminate all the dangerous grade crossings in the state, but a beginning has been made.

**Railroad Stop Rule**  
The railroad interests have at times sponsored a rule which would require all motorists to come to a full stop before passing over a railroad crossing at grade.

### SNOOK WARNS MOTORISTS OF ENFORCEMENT

**New Law Legalizing 40 Miles per Hour Means 40 and Not 45**

SACRAMENTO, July 21.—Notice has been served on the California driving public by Frank G. Snook, chief of the division of motor vehicles, that the new law, effective July 29, fixing the maximum speed limit on the public highways at 40 miles an hour, will be rigidly enforced.

"Forty miles means 40, and not 45," Snook was the terse order given traffic officers operating throughout the state. There will be no tolerance permitted. Snook's order added:

"This department felt and still feels that 40 miles an hour under open road conditions is a comparatively safe rate of speed. We likewise found this to be the general opinion among authorities, after a survey of several weeks while the legislature was in session. For this reason we sponsored an increase of from 35 to 40 miles an hour as the maximum, believing that it would tend to speed up traffic.

"Thousands of motorists have for years technically violated the law by driving up to 40. It will now be possible for them to enjoy this extra five miles and still drive within the limit. We believe this will tend toward a greater respect for the law.

"But 40 miles means just that and no more. We propose, therefore, to arrest any motorist caught traveling beyond this limit, believing it fast enough for ordinary purposes.

Motorists are likewise warned that they can be charged with reckless driving for traveling at speeds much less than 40 miles under certain conditions, such as heavy traffic, dangerous crossings and intersections, etc.

Whether such a rule would be practicable, or just, or effective, will be discussed in the next article.

### Dodge Describes 'Fastest Fours' Just Developed

**Speed Is Added to Dependability as Dodge Sales Feature**

Dodge Brothers Company is bringing out what it claims is the fastest line of four cylinder cars in America. Prices range between levels far below those at which Dodge Brothers cars have always sold.

Less than six weeks ago Dodge Brothers brought out their new line of sixes. Dodge Brothers' reputation has been built around the dependability and rugged construction of its cars. Speed has never been a factor in their sale. Nor will it be made the paramount issue in marketing the new cars, it is said, although it is obviously a feature upon which the public will focus much attention.

The fact that the cars are capable of going 25 miles on a gallon of gasoline, at average touring speed, should also add greatly to their popularity. Initial production will embrace three body types, a four-door sedan, a cabriolet roadster and a coupe. Only the sedan is available for delivery now but within a very short time the roadster and coupe will be in dealers' hands.

The new car appears to be as large as the former four cylinder Dodge. Interior body dimensions make the seating accommodations more than ample for comfort.

Smaller diameter of the wheels gives a greater safety factor at the high speeds which the cars are capable of making. The top of the sedan stands 70 1/2 inches above the ground whereas the former sedan measured 73-25-32 inches. Even with this reduction in height there is more head room in the new sedan. The distance from the back of the front seat to the pedals and to the steering wheel, the two dimensions which are probably most important to drivers, are the same as in the former roomy Dodge Brothers sedan.

The bodies are built of steel, staunchly reinforced. The famous new and powerful "124" motor, developed by Dodge Brothers engineers after years of experimentation on the brake block test develops 40 horsepower, which is one horsepower for every 68 pounds weight of the new sedan. When it is considered that most cars have from 97 to 135 pounds of weight for each horsepower the explanation of the great speed of the new cars is apparent. The light weight per horsepower shows up in flashy acceleration, tremendous pulling power, and straightaway speed. The gear ratio has been changed so that the engine speed is slower than before, permitting sustained higher speeds without vibration.

The steering gear ratio of the new line is 13 to 1, making the cars exceptionally easy to handle in heavy traffic. They can be turned in a circle with a radius of only a trifle over 19 feet and the compact design permits parking in small spaces.

The clutch is of single plate type, 10 inches in diameter. The sliding gear transmission with standard shift, recently adopted by Dodge Brothers, is used on the new cars. The main shaft is supported by two ball bearings and the gears on the countershaft operate on two large roller bearings.

The deluxe sedan is upholstered in thick pile mohair. The rear seat is unusually spacious and a foot rest is provided to add to riding comfort. Silk curtains are provided for the rear quarters windows, giving the car an artistic and distinguished appearance. Other equipment includes a nickle-plated rail, assist cords, vanity and smoking set, moto-meter, nickle-plated bumpers, front and rear speedometers, ammeter, oil gauge and automatic windshield wiper.

### Safeway Business Shows Large Gain

Safeway Stores sold merchandise to the amount of \$34,942,281.81 for the six months ending June 30, 1927, which is \$8,105,450.40 in excess of the total for the six months period ending June, 1925.

In announcing this as the greatest selling record in the history of the organization, Edward Dale, vice-president of the entire system and general manager of the 450 stores operating in Southern California, added that for the month of June alone sales reached a total of \$5,649,188.12, as compared with \$4,788,286.88 for the corresponding month a year ago. This shows a gain upward of 38 percent.

Quarterly dividend checks amounting to \$1.75 per share on preferred and \$2.00 per share on common stock were mailed out on July 1. Dale said.

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The 1-Ton canopy express body, equipped with curtains to protect the load in inclement weather, is ideal for produce dealers, hardware merchants, etc. Can be equipped with screen sides.

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